

"O Come All Ye Faithful..."



DEC.

G R A I N

1944

Lift Machinery Restrictions

Food processing machinery may be made available to any person on an unrated order, a WPB amendment order to L-292 removes restrictions requiring an AA-5 or better rating for purchase of such equipment. If priority assistance is required it will be available for the procurement of equipment necessary to the maintenance of existing operations and the expediting of WFA programs. The use of special application forms WPB-576, WPB-748 and WPB-3155 has been discontinued, however production quotas are not affected.

Must Abide by 48 Hour Rule

According to a report just received, employers are urged to make certain that they are complying fully with the 48 hour minimum work week regulation. Attention is called to War Mobilization Director Byrnes' recent order that companies violating WMC regulations be denied materials, fuel, transportation, and rationed goods. As a result of this order WPB issued a regulation warning that priorities and allocations may be withdrawn or modified if WMC regulations were not complied with.

Udike to Colorado M. & E. Co.

Control of the Udike Grain Corp. of Omaha has passed into the hands of the Colorado Mill & Elevator Co., Denver, according to announcement. One of the largest operators in the market, the Udike concern leases the 2,750,000-bu C & N W terminal in Council Bluffs.

Dust Explosion Committee to Meet

According to word from Chairman Hylton R. Brown of the U. S. Bureau of Mines, the Dust Explosion Hazards Committee of the National Fire Protection Ass'n will meet at the Waldorf Hotel, New York, on Jan. 30th at 10 a. m. Among other items to be discussed will be new explosion protection equipment, increased dust explosion hazards in alfalfa mills, and proposed revisions or changes in existing codes covering grain handling and grain processing plants, etc. While this is an executive committee, Mr. Brown will be glad to have interested guests, as well as comments for consideration. William F. Schaediger of Corn Products Refining Co. will represent the SOGES.

FACTS OR PHRASES?



Are you a belt user of considerable experience, as a result of which you are inclined to discount claims and to search for facts?

If the answer is yes, then IMPERIAL has a message for you:

Your costs on heavy-duty grain legs and conveyors positively can be slashed with REXALL BELTS and convincing proof may be found in performance records which are available to you . . . remarkable records established in nearby elevators — even in your own city perhaps.

Write for these today. Then judge from what you read and which you may easily verify.

PREWAR QUALITY — PROMPT DELIVERIES

IMPERIAL BELTING COMPANY

1750 S. KILBOURN

CHICAGO 23, ILL.

Better Than Falling Off Wagon

He: I fell off a 60-ft. ladder today.
She: Weren't you killed?

He: Naw, I only fell off the first rung.

OUR COVER

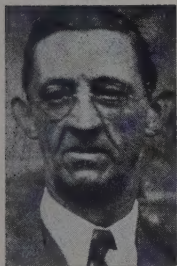


Clarence Mack, Photographer of the Argo Plant News, Corn Products Refining Company, Argo, Ill., did our front cover this month. We know you'll agree he deserves a big hand for his skill.

Clarence noticed some very lovely figures that were used as porch decorations during the Christmas holidays, so he borrowed these old-fashioned carolers and our front cover is the result.

What Place Do We

Hold in Public Opinion?



IN a period in which radical changes in methods of doing business are rapidly taking place, great changes are occurring in public opinion, in personal practices, and in collective action.

By **EARL R. EVANS**, Superintendent

Evans Elevator Company, Champaign, Ill.

Consequently it might be well if we briefly take the time to halt our productive activities and determine where we stand as a part of a great industry, to see whether we are a strong or a weak factor in the general operation of the industry as a whole.

With the men in the S.O.G.E.S. the physical handling of grain involves quantities that would seem stupendous to the layman. Yet this same layman in the aggregate actually controls what we do or what we can do and how we do it to a very surprising degree. In fact he controls our very existence as an industry which has grown to a very high degree of efficiency.

Just Two Kinds—Good and Bad

LET us peek back a ways on old practices of the grain trade. My personal recollections as a boy include the days when my father purchased grain as a country agent for a line company—back when grain was scooped into box cars of mighty small capacity. Grades were not divided and subdivided as they are today. Grain was either sound commercial stock, or if it was distinctly inferior it was subject to the “barter system” of settlement. Even the processing plants and terminals had no system even approaching today’s practices of knowing to the minutest

detail the various quality factors of their stocks such as exist today.

Even back at that time the industry was functioning efficiently in handling large volumes of grain rapidly and economically—and truly supplying a genuine ever-normal granary system. But what of the ruralist’s viewpoint, or that of the consumer? Did they have confidence in the effi-

ciency, fairness, and the economic justification of the system?

As far back as I can recall when I was in very close contact with the rural communities there was a widespread public distrust of the operations of, or even the need of the existing system which had evolved from the experience of all our predecessors. In fact folks doubted either its fairness or its economic justification. They were unable to visualize

during a period of relatively uncontrolled operations, and experience was daily adding to the efficiency of this service—but without any change in the public viewpoint.

Right here I want to ask, to what extent have we, the men in actual charge of handling and processing grain, been instrumental in developing a friendly or a hostile reaction to our industry in the minds of the average layman, of our employers’ customers, of the producer and of the

ultimate consumer? Has the importance of this reaction been a recognized part of our task?

At the point grain is placed in our charge we become an important factor in our employers’ relations with the public, the producer and primary handlers on the one side, and the processors and ultimate consumers on the other. Whether we will it or not, we take the place of our employers for a time in the raising or the low-

Before Society of Grain Elevator Superintendents

the service of storage, conditioning and marketing as one of value. They considered us as an unnecessary drain on the earnings that the producer had created by the sweat of his brow. Parallely the services rendered by the grain exchanges in providing a constant and ready market for agricultural products were not appreciated.

A Recognized Part of Our Task

HOWEVER, vast quantities of grain flowed freely from farm to market to the ultimate consumer

ering of the justified position the industry holds in our economic system.

I believe we all take pride in any ability we may have or in any success we may attain in maintaining or improving the quality of any product placed in our care. But to me it seems that handling grain is only part of my task. At least it is a matter of pride with me when I receive a bunch of cars (some perhaps missing a grade on some one or more factors) if I can blend them with other cars and secure a maximum of grade showing, or an evenness that

**YOU CAN
COUNT ON
Weevil-Cide**
The Dependable Grain Fumigant



3 TO 1
CHOICE OF
TERMINAL
ELEVATORS

- 1.** It is safe for user and convenient to apply.
- 2.** It leaves no odor or other bad effect on grain.
- 3.** It possesses great and uniform killing power.
- 4.** Its stability of formula insures consistency of results.
- 5.** It involves no fire hazard of any kind.
- 6.** It is economical in unit cost per bushel treated.

THE *Weevil-Cide* COMPANY
THE DEPENDABLE GRAIN FUMIGANT

1110 HICKORY STREET
KANSAS CITY, MO.

permits safer storage, or if I can salvage an out-of-condition car.

Short-Sighted to Just Get By the Inspector

BUT in securing better grades and in loading out stock I always try to bear in mind that my work not only makes or loses my employer's money, but likewise it is gaining or losing him customers and friends—and the good will of customers, both buyers and sellers, is of more importance than some sharp practice that barely gets a car past the inspector.

It is my personal opinion that to a great many people WE are the men who do the dirty work and in purchasing stock from us it is a case of "let the buyer beware!" To me this seems an unfair view. I believe there are many more in this group who are really trying to improve the product they handle and to make it truly serviceable for its various uses than there are of those who by sharp practices seek to merely get it off their hands.

However closely we may check with some particular grade limitation, if in so doing we lost sight of our obligations to truly play the game as working for the best interests of our employers and their customers, we have accomplished little.

Before our plant was licensed to operate as a federal warehouse, I started blending from the moment cars arrived for unloading, mathe-



"HERE'S ONE JOB YOU MEN WON'T BE ASKING BACK AFTER THE WAR."

matically equalizing the qualities of a day's receipts into one, two or more standards as the shipments would permit—but never putting car after car into the same tank simply because they bore the same numerical grade number. Blending is prohibited except as the grain is shipped so today we are consequently materially hampered

in securing maximum uniformity of our storage stocks.

Every Kernel MUST Count Today

TO me, our task is one of actually improving the products placed in our care, making the last possible bushel serviceable for some particular use—and to prevent deterioration of every last kernel in our care. As much as I like to raise a grade, I have no ambition to squeeze a car past the inspector—if that alone is all I have accomplished with the lot.

I not only believe that our organization as a group should endorse a progressive viewpoint, but I feel that our "aims and purposes" should be expanded to include . . . "improvement as efficient representatives of our firms" with particular emphasis on "a broader understanding of our positions in relation to the basic place we hold in the public's opinion." Let us not overlook that we have a peculiarly important role to play to those who employ us, to those working under our orders, and to the general public who in the final analysis control all activities.

Changes may come slowly or rapidly, but it has been our opportunity in the past—and will be our opportunity in the future—to calmly carry on our work in a manner worthy of good citizens of the U. S. and of the Dominion. By so doing we will have added our mite toward developing in our own countries a commercial confidence that we are pleased to see existing in a political and economic way at the present moment between the two great countries on this continent whose grain handling and processing representatives are here assembled in an interchange of view and experiences for the benefit of all.

Let us all fill our role to the best of our ability, put into practice the betterments we can find, and slowly but surely we will improve our own position and that of the entire industry in the court of public opinion. It is easy to spend much time in criticism of existing situations, yet complaint and lambasting gain few votes nor change many opinions. Hence let us present our views, if we will, where they may be most effective, but first keep our own services immune from challenge—for ours is a mighty good continent to each of us.

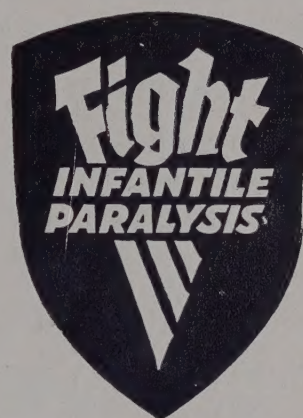
She had just graduated from nurses training and was telling her mother about some of the girls in the class.

"Did you know Betty is going to take a post in obstetrics?" she said.

"Yeah," piped up her little brother, "some doctor is going to find a cure for that and then where will she be?"

For Better Public Relations

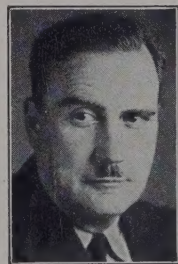
In an effort to create better relations with the public, with the universities, and with everyone interested in agriculture, the Midwest Feed Manufacturers' Ass'n will take a long step forward on Jan. 9-10. An agricultural forum, a poultry forum, a grain forum, a dairy forum, and the University of Chicago Round Table will all be included in their program. Frank A. Theis of Simonds-Shields-Theis Grain Co. will be among those addressing the assemblage gathered in the Kansas City Municipal Auditorium.



JAN. 14-31

Eye Injuries Lead V D H Causes

Ten eye injuries from dust lead all causes of our chargeable accidents, states Paul Christensen, in reviewing his company's record up to Oct. 1 this year. Opening and entering cars took 5 more; bolts on box cars injured another 4; moving equipment took the same toll; slipping on floor of elevator or box car also injured 4; two were injured moving machinery, and the same number suffered from not watching the whereabouts of the power shovel.



Taking one apiece were dust in the ear, falling off ladder, fire box burns, lifting too heavy a load, moving between box cars, splinter in finger, sliding grain doors and a bumped elbow. Fourteen cases involved lost time, largely attributable to new men being unfamiliar with the equipment and machinery. Observing safety rules would have avoided all.

Many SOGES Men to NSC

Many SOGES members were elected to important posts in the Food Section of the National Safety Council, according to Ray M. Seeker of Anheuser-Busch, Inc., St. Louis, who was selected to head the group for the current term. William H. Scates, Albers Milling Co., Oconomowoc, Wis., is now secretary; George H. Steel, Ralston-Purina Co., St. Louis, is News-Letter Editor; V. L. McMullen, The Clinton (Ia.) Co., is Program Committee Chairman; Dr. Paul W. Rush, Corn Products Refining Co., Argo, Ill., is Health Committee Chairman; Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis, is Safe

Practices Committee Chairman; Gilbert P. Lane, Arcady Farms Milling Co., Chicago, is Data Sheet & Instruction Card Committee Chairman; Frank Booz, Albers Co., Los Angeles, is Grain, Flour & Feed Division Chairman, assisted by Donald G. Hansen, International Milling Co., Minneapolis, as Vice Chairman, and Clarence W. Turning, SOGES, Minneapolis, as Secretary; Harry J. Aldrich, Spencer Kellogg & Sons, Inc., Buffalo, is Soybean, Linseed, Starch & Yeast Division Chairman, assisted by Emil Buelens, The Glidden Co., as Vice Chairman, and Mylo Roberts, A. E. Staley Mfg. Co., Decatur, Ill., as Secretary; and Herbert B. Taylor, Northwestern

Yeast Co., Chicago, Gourmet Chairman. Dean M. Clark of SOGES serves ex-officio.

Receive "A" Awards

The Newton (Kan.) Milling & Elevator Co., and the Midland Flour Milling Co., North Kansas City, Mo., have been awarded WFA's Achievement "A" Awards for outstanding performance in food processing for war food needs. To be eligible for an "A" award, food processors must meet standards comparable with those required to earn the Army-Navy "E" Award.

In making an "A" award, consideration is given first to quantity and quality of production in light of available facilities. Among other factors are ingenuity and co-operation, carrying out the purposes of the various government food purchase programs, effective management, training of additional labor, low absentee records, accident prevention and provisions for health and sanitation.

Changes Name

For the sake of brevity and for the convenience of their many customers, the name of the Milwaukee-Western Malt Company has been changed to the Zinn Malting Company, according to word received from William Kritter, who will be remembered as one of the several "driving forces" responsible for the success of the SOGES convention in Milwaukee a few years ago.

Could Happen to Anyone

Operating a tripper under power from one bin to another, a routine task he had done many times previously, an employee slipped and stepped down on the rail while the tripper was in motion. His foot was run over, his toes smashed and nearly two months of time lost.

Dry Ice for Smoldering Fire

Again dry ice came to the rescue. At least a ton of it was successfully used to smother a smoldering fire in twin tanks containing distillers' grain at the Black Rock Milling Co.'s Buffalo plant last month. Giving off heavier-than-air carbon dioxide gas as it evaporates, the dry ice was placed on top of the grain and its gas gradually displaced the oxygen in the bin necessary to sustain combustion.

If you wish to please people, you must first begin by understanding them.—Charles Reade.

DUST CONTROL is IMPORTANT!

SEVERAL recent serious dust explosions in the grain and milling industry have again directed attention to the wisdom and economy of efficient dust control. Compared with the losses suffered in these explosions, the cost of dust control installations is very small indeed.

Let DAY figure on your complete DUST CONTROL SYSTEM

DAY facilities include engineering, fabrication and installation of entire system—including Dual-Clone Dust Collectors, pipings, fittings, dust tanks and all other sheet metal work of standard or special nature—big or small.

DAY DUAL-CLONE DUST COLLECTORS

This patented DAY development—with its low resistance and high separating efficiency—is the key to the uniformly successful operation of DAY DUST CONTROL Systems. Its compact design saves space and greatly simplifies installation.

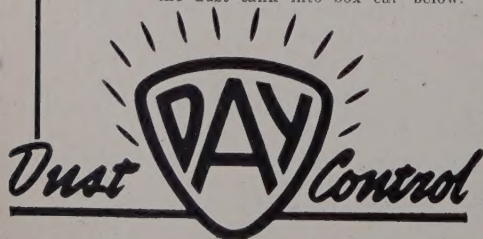
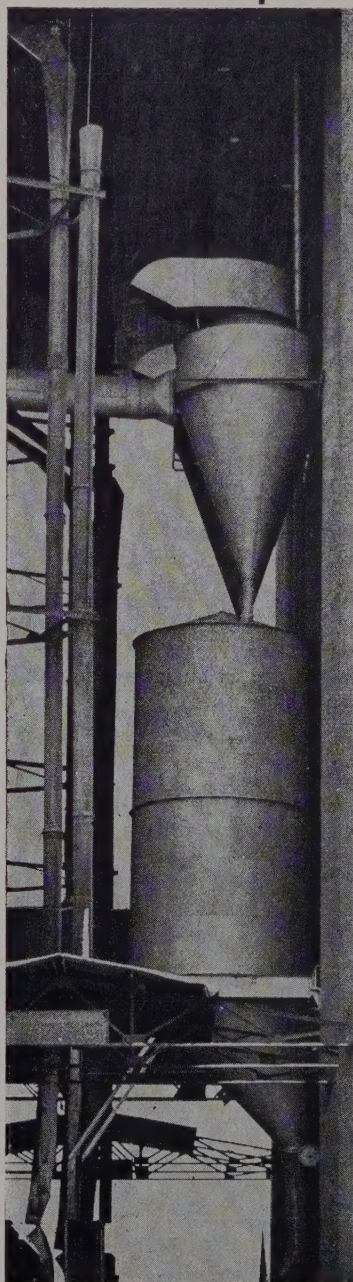
Important information for you in our booklet "DAY DUST CONTROL." Write for a copy.

The DAY Company

814 Third Ave. NE. Minneapolis 13, Minn.
In Canada—The DAY COMPANY
of Canada, Ltd.

613 McIntyre Block, Winnipeg

One of the many types of DAY installations at a grain elevator. The dust is discharged directly from the dust tank into box car below.



GRAIN HANDLERS, PROCESSORS DISCUSS

UNLOADING AND PLANT PROBLEMS

By P. L. Bachman, General Mills, Secretary

Mr. George Steel, Chairman of the Grain Handling & Processing Committee of the Food Section, National Safety Council, opened the meeting with 75 present.

Shovel Rope Mishaps:—The first subject discussed was accidents occurring in the operation of grain shovels and, more specifically, accidents caused by operators becoming entangled in the power cables.

There appeared to be no satisfactory solution to this problem. The growing popularity of automatic shovels will, no doubt, relieve the situation materially; however, these shovels are expensive and may never be universally used.

Another possible solution to this perplexing problem is the use of a suction system of unloading grain. This method has not proved popular in the past because of the unusual power costs involved; however, some progress has been made in the reduction of power costs, and there is a possibility that the use of suction in unloading grain might become quite popular in those states where it is permitted. Some states, notably Missouri, do not permit the use of the suction system because of the possibility of loss of weight.

Car Door Accidents:—Accidents caused by the opening or closing of car doors were next discussed. Apparently, quite a number of accidents have occurred in this operation. Various means were discussed, and although there was no uniformity of opinion in the best method to be used, the majority favored the block and tackle type of car door opener. There are two or three of the hand-operated type on the market that can be procured at a reasonable cost.

It was pointed out that care should be used in seeing that the equipment was securely fastened to the car door, as well as to the car itself.

Sacked Shipments:—A brief discussion was held regarding the use of grain doors in the shipping of sacked products because apparently some of the carriers have protested because of the damage which occurs to sacked materials when car doors are opened. No one had a solution for this problem.

Grain Door Removal:—The removal of grain doors was the subject of an extended discussion. The large hydraulic jack was admitted as being an excellent method, the principal objection being the cost of this equipment. The use of hand-operated jacks was also suggested.

Another method that met with considerable favor was the use of either the power shovel cable or the car-puller cable. In this operation the cable by a system of pulleys is run through the opposite car door and fastened to the grain door by a hook or preferably a clamp. When power is applied, the grain door is pulled inward.

Holes in Floor:—Accidents caused by the physical condition of freight cars and large trucks were discussed. It was pointed out that freight cars and trucks were coming into the plants with large holes in the floors with the attendant hazard of the unloader going through these holes. It was agreed that inasmuch as we had no control over this equipment, very little could be done to eliminate these accidents other than to register a protest to the carriers.

Plywood Car Shovels:—The subject of power shovels constructed of plywood was discussed, and it was agreed that they were desirable because of their lightness; however,

maintenance cost due to breakage was a serious problem.

Gondola Car Hazards:—The unloading of coal from Gondola cars in the winter was discussed. Apparently, accidents have been suffered by unloaders falling down through the Gondola opening into the hopper. This is primarily a winter-time problem because of the necessity of breaking up the coal when frozen.

One thought advanced was the construction of a crane to be hinged to the side of the unloading dock and so constructed that it could be swung out directly over the car to be unloaded. From this crane could be suspended a power hammer to loosen the coal, thereby making it unnecessary to place a man on the coal.

Another method suggested was the use of high-pressure steam. Still another method suggested was the use of a hammer on the outside of the car.

Tie Tools to Chair:—The hazard of men in bins was briefly discussed. It was agreed that no man should ever be allowed to enter a bin without a safety belt or chair and an attendant. Any tools to be used should be attached to the chair, eliminating any possibility of a man being lowered down into the bottom of the bin to retrieve a lost tool.

Hand-Truck Problems:—Accidents to operators of two-wheeled hand trucks were discussed at some length. Many of these employees are new, and as a matter of fact, transients, and consequently it is difficult to teach them the safe way to do their job. The possibility of developing a film strip showing the safe way of operating these trucks was discussed and met with considerable approval. Another suggestion was the use of old and experienced men to teach the new men the proper method of using the trucks.

Electric Iron for Soldering:—The use of solder pots and torches in the plant was reviewed. It was quite generally agreed that solder pots, torches, or any instrument producing open flame should be positively forbidden in any area in which there is an appreciable amount of dust. If soldering must be done in these areas, it should be done with an electric iron.

The best solution is shutting down the plant if possible, and if this is impossible, the area in which this equipment is to be used should be completely isolated from the rest of the plant by temporary dust-tight partitions or by tarpaulins thoroughly wet down. A guard with fire-fighting equipment should be in constant attendance.



I WIRED YOUR MOTHER NOT TO
COME - I TOLD HER IT WAS NON-
ESSENTIAL TRAVEL !

S K Ö L !

ALTHOUGH a number of seeds of various species of grasses have been at times used for the purpose of malting, barley was found from an experience of many thousands of years to be the grain best adapted for yielding a malt possessing to the fullest extent those properties which are necessary for the production of a good beer. It seems also the grain most naturally adapted for malting in that it suffers less injury in the process than any other corn.

Every step taken from the time the barley reaches the elevator until it leaves as malted barley is just as important as the next. Each step has some bearing on one of the future steps.

After being screened the barley is immersed in water in a tank which has a conical bottom. It is soaked in water so that it will start in action the train of physiological processes we call germination. It is best to run the barley into the water, stirring vigorously all the time. In this way the contact of every kernel with the water is assured, and any dust or refuse which floats to the surface can be skimmed off.



**UP!
UP!!
UP!!!**

GOES CAPACITY

Efficiency multiplied! Thousands upon thousands of *extra* bushels of grain elevated! *That's* the "history" of the

CALUMET SUPER CAPACITY ELEVATOR CUP

The *only* elevator bucket with a Logarithmic curve...and it's "The Curve That Counts."

Send for form 35. Learn how much greater guaranteed capacity you can get from *your* elevator legs.

B. I. WELLER CO.
327 S. La Salle St. Chicago 4, Ill.

By C. GIBSON FRANKS, Before Chicago SOGES Chapter

That's it! "Here's How" Your Barley Is Made Into Malt. Author Franks Gives Our Readers A Step By Step Word Picture Of The Journey Of A Kernel Of Barley Through The Malting Process And Back Into The Elevator For Aging And Shipping. Such Important Topics As The Hardness Of The Water; The Hazards Of Over-Steeping; The Way Enzymes Permeate The Endosperms And Dissolve The Cellulose Of The Starch Cell Walls; The Way The Acrospire Sprouts Up The Dorsal Side Of The Corn; The Prevention Of Moulds, And How Drying Confers Flavor, Are Treated Interestingly And Helpfully. Ideas Applicable Elsewhere Abound, And One's Next Inspection Tour Through A Malt House Is Sure To Mean A Great Deal More Because Of This Explanation.

Bathed Daily and Twice on Saturday

AS bacteria are always present on barley, the steep-water sooner or later would become putrid unless changed. It has been found best to change the water twice during the first day and once each subsequent day during the time of steeping which varies from 24 to 72 hours. The time is governed by the size of the berry, the hardness of the berry, and the condition of the skin.

Barley should never be over-steeped or soggy because some kernels will become weak and others become destroyed. Insufficient steeping can be remedied afterwards by sprinkling in the compartment, but it is impossible to remedy over-steeping.

The temperature of the steep-water should never be under 50° F. nor over 55° F. Temperatures under 50° retard steeping, and temperatures over 55° are those at which the bacteria commence to propagate. The water should be neither hard nor soft—but preferably slightly to the hard side.

The experienced malster can readily tell when a corn of barley is properly steeped by taking its ends be-

tween the thumb and finger and exerting a slight pressure. If it yields to pressure too easily it is over-steeped, if too resistant it is insufficiently steeped. The object is to get the corn thoroughly wetted, but not to the point of becoming soggy.

Malt Breathes Like Humans

AFTER the barley corns have been thoroughly steeped they are then transferred to the compartment floor. This floor is perforated so as to allow of complete ventilation. Now that it is removed from the water and is surrounded by air it is able to breathe, and like you and I it inhales oxygen and exhales carbon-dioxide. Any undue accumulation of this gas, however, either stops growth or impedes it.

Evidence of this respiration is soon shown by a rise in temperature of the compartment. When the temperature reaches 60° to 63° F. the air ventilation is started and is so regulated that the temperature will no longer vary much within these limits. At this period it will be found that many of the corns show the first visible signs of growth at the germ end.

The air must be continually renewed. At the same time the amount of ventilation must not be too great for in that case moisture will be removed from the barley. When this situation arises the moisture is replaced by sprinkling from a perforated pipe which is stretched across the machine that runs through and turns over the grain. Sometimes it is only necessary to use a can and sprinkle by hand. This, of course, is left entirely to the judgment of the maltster. The machine which turns the grain is run through at regular intervals all during the growth of the corn.

So That's What Happens, Eh?

DURING this germination process an enzyme permeates the endosperm and dissolves the cellulose of the starch cell walls. The enzyme starts at the germ end and works its way to the other end. At the same time the acrospire starts up the dorsal side of the corn. If the germination is carried out properly these two will start and will reach the other end at the same time. If, on the other hand, the growth is hastened then the enzyme will not finish the dissolving of the cellulose. This causes corns with steely ends and results in a loss in extract to the brewer, who happens to be the ultimate consumer.

When the acrospire has grown to two-thirds the length of the grain, withering is commenced and thereafter the acrospire grows very slightly. By means of this technique the maltster endeavors to get rid of as much moisture as possible before placing the green malt on the kiln. In this withering stage the malt is left unturned and the ventilation opened wide. By this treatment a considerable portion of the moisture

is removed and the growth is checked.

I might mention here a point of greatest importance and that is the prevention of the growth of mould while the barley is on the floor. It is kept to the lowest possible limits by removal of damaged corns and by exercising care in steeping so that the vitality of the corn is neither depressed nor destroyed, by securing an abundant supply of fresh air during germination and by not having an excess of moisture.

Flavor Dependent Upon Drying

AFTER the withering process the malt is taken to the drying kiln which consists of an upper and a lower kiln. The green malt is placed on the upper kiln first where, with a low temperature around 90° to 100° F., as much of the moisture as possible is removed. It is then dropped to the lower kiln where the temperature is permitted to gradually rise, and is finished at temperatures ranging from 125° to 230° F. depending upon the kind of malt desired and to

a certain extent upon the individual maltster.

When in the judgment of the maltster the kilning is completed the malt is taken off the kiln, cooled, the roots removed, and placed in storage bins where it should remain at least 30 to 60 days before shipment to a brewery. These bins should be as nearly airtight as possible. It must also be understood that malt should never be stored while warm, especially in large masses.

The objects of the drying process are to stop the growth in the malt and confer flavor on it. The object of the very slow application of heat and abundant air supply is to remove excess water without destroying the diastase or rendering the malt hard and steely. Diastase in a moist condition is extremely sensitive to heat, whereas when dry will withstand a very high heat before any damage may be incurred. The malt is now ready for the brewer.

Skol!

Wheat Syrup

"Don't be surprised if some day soon you start pouring wheat syrup instead of maple syrup over pancakes," The American Magazine will say in its January issue. "Eager to find new uses for our bumper wheat crops, chemists discover how to extract starch from flour, turn the starch into syrup," Priscilla Jaquith writes in "The Food Front" department.

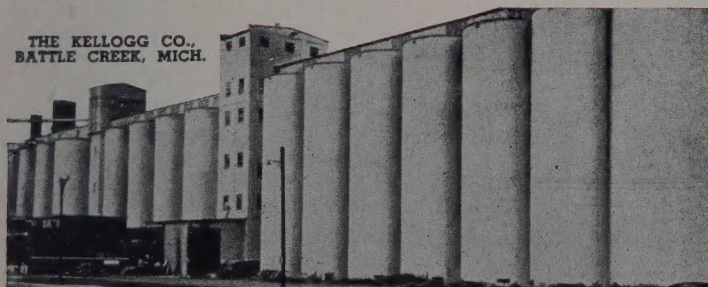
"Easily adapted to machinery and equipment already installed in beet and cane-sugar factories, the process offers a chance to keep sugar mills busy all year round, at the same time put a new food on America's table.

FOR WHOM THE BELLS TOLL



Courtesy Appreciate America, Inc.

180,000 Sq. Feet of Surface renewed with GUNITE and SURFACITE!



THE KELLOGG CO.,
BATTLE CREEK, MICH.

All the cracks in this fine-looking elevator were repaired by forcing tough-bonding Gunite into them at a high pressure.

Then the whole structure was thoroughly waterproofed with an extra thick coating of Surfacite.

For a better than new job, write

JOHN D. BOLTON & CO.
20 N. Wacker Drive Chicago

OUR PROGRAM FOR 1945

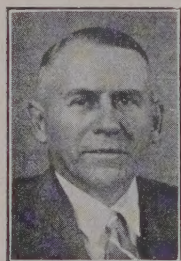
By CLARENCE W. TURNING

Soges Safety Contest Director

Before Superintendents Society Convention

IN troubled times like these what is essential? We know that we still require work, food, clothing and shelter, and to that end we must have confidence in our leaders. Not only the leaders of our nations, the states, the provinces, and our home communities, but also the leaders of our industry and the Superintendents and Foremen of our plants.

When a rural community in Florida was recently threatened by tornado one young housewife was ironing.



She left the current on, grabbed her child and sought shelter. Fortunately the path of the tornado did not come their way and they were unharmed — but unfortunately that electric iron

had in the meantime ignited the clothing on which it rested and the young housewife returned to find her home in flames.

That seemed like a little thing, and I mention it only because we cannot afford to overlook little safety precautions even in an emergency. I believe that continued safety efforts



in business are essential as an aid toward the full utilization of industry in our war industry program. Killed or injured workmen delay production, spoiled material increases costs, and delays in the completion of each job

on which an accident occurs mean lives lost unnecessarily.

Therefore, instead of thinking of ways in which we can cut down our safety program, we should be thinking of ways and means by which we can extend it and make it more efficient and productive. Just how you can accomplish that will have to be left largely to our own initiative, as our past experience in our own Society indicates that it is almost impossible to get joint action on a safety program in which a considerable percentage of the Managers and Superintendents are willing to join.

Like Watching Your Blood Pressure

I venture to say that many of the Superintendents who are here today do not know the frequency and severity rates of their own plants.

The frequency rate on industrial accidents represents the number of lost time accidents per one million man-hours worked. It is a lost-time accident when a man is injured to such an extent that he is unable to report for work on his next shift. The frequency rate is your barometer of safety and if year after year your rate is continuously higher than the national average, which is about 15, then it is high time that you make a real effort to reduce accidents.

The severity rate represents the number of lost time days per 1,000 man-hours worked. As we cannot choose the type of accident we are going to have, the severity rate as a rule depends largely on reducing the number of accidents—for if you eliminate half your accidents you are quite likely to also eliminate half the bad ones.

Therefore, if you are not already doing so, I would suggest that commencing January 1st, you keep a record of the man-hours worked, the number of accidents resulting in lost time, and the number of days lost on account of those accidents. Next, make an investigation of every accident that occurs with a view of clearing up the dangerous conditions that

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caused it. Just doing those few things has often resulted in reducing accidents by half in a number of plants.

Must Know Causes to Avoid Recurrence

YOU must know how many accidents you have, you must know what caused them and you must take steps to prevent their recurrence.

Just what results we have attained from our Society's Safety program is difficult to determine, because we have never had a sufficient number of entries in our safety contests to give us a cross section of our industry's experience. However, what figures we do have indicate that in our industry, as in all others where continuous safety efforts are made, it results in a good safety record over a period of years.

In using the figures of those entered in the annual SOGES Safety Contest as a basis for a guess as to the record of our industry, we must first of all admit that the plants entering the safety contest in almost all cases had good records and felt that they had a good chance to win the contest. It also appears that through their continued safety efforts they have been able to further improve their already good accident records.

Judges Industry's Rate Is High

IT is my guess that the actual frequency rate in grain plants represented here is somewhere between 22 and 25, or from 7 to 10 points higher than that of the average industry in the United States and Canada. Our severity rate is probably just about the national average of 1.5.

If this is true much remains to be done in promoting safety in our industry, as it should be quite possible for the plants not represented in our Safety Contests to reduce their accidents to the basis of those now reporting, and for those who are represented in the contests to further improve their good rates.

The figures we already have may be of some value in combating increases in insurance rates on compensation insurance. However if we can induce each Manager or Superintendent to give us at least annual figures in the future, we will eventually have a good record covering a representative portion of our plants and we can then tell positively whether or not increases or decreases in rates are justified.

So these are my suggestions:

1. That a committee be appointed to determine the best use that can

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Hastening the day means shortening casualty lists. The War Bonds you buy help pay for the bullets that will speed the victory.

Your consistent War Bond investments will work for you too at the same time that they work for your boy in service. For whatever you may desire ten years from now, your War Bonds will add one-third more to what you've invested.

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be made of the data now available and which can be printed in the form of a manual on accident prevention in our industry for the use of Managers, Superintendents and Foremen.

2. That each Superintendent keep a record of man-hours worked at his plant each year in the future, showing number of lost time accidents, number of lost time days, and figuring frequency and severity rates.

3. That each Superintendent make every effort to clear up the hazards which are found as soon as they are found.

Recommends Annual Figures From All

4. That some reporting system be retained so that your Secretary will eventually be able to build up a record that will show the frequency and severity rate of our industry on a yearly basis. To encourage such reporting from all those not entered in the SOGES Safety Contest some awards might be made to the Superintendents having the best yearly records in their respective classes.

Of course, much more could be attempted, but if we carry on on this basis now while we are all so busy, it will mean that we are keeping the spark of accident prevention alive, and this skeleton program will enable you to add to it when the time is ripe.

It may seem that I am unduly stressing the value of an "experience" digest, but I have been impressed by the fact that we have little data available covering the general hazards of our industry. A little booklet of this kind would always be available for reference, for use at meetings and to help solve your individual problems, if it was gotten out in proper form and contained the data you most needed.

In my contacts with the Superintendents over a period of many years I have found them all wide awake, interested in their work and willing to cooperate, and I have enjoyed working with you. In fact I can think of only one general criticism. The average Superintendent is about the poorest correspondent I have ever found. They seem to have an in-

herent fear of the written word. We have begged and begged for articles dealing with plant problems and for suggestions and criticisms, but little has been forthcoming.

Let's open up and have a free interchange of ideas from now on. Just talking about your problems at the Convention is a mere starter; let us have a flow of ideas all the year around.

Remember we not only have freedom of speech, but we have an opportunity for a free interchange of ideas through the mails.

Winter Wheat Gets Good Start

Practically all of the U. S. 1945 winter wheat crop germinated in good season. Excellent stands are reported generally. Moisture conditions are good to excellent.

Frank Theis to Top Post

Frank A. Theis, president of Simonds-Shields-Theis Grain Co. and an Honorary Member of SOGES, was elected president of the Kansas City Chamber of Commerce for the coming year. He has long contributed freely of his coveted time and thoughts to civic and grain affairs.

Predict 3% Drop in Grain Loadings

For the first quarter of 1945 the thirteen Regional Shippers Advisory Boards predict a 2.9% decrease in the carloadings of all grains, or a drop from the 389,888 cars actually loaded during the first quarter of 1944 to 378,524 the coming period.

An increase of 1.5% is forecast in the carloadings of flour, meal and other mill products, a boost from the 238,781 cars actually loaded the first quarter of 1944 to 242,294 cars during January-February-March.

Corn to Small Distillers

Small distillers equipped only to make liquor from corn will be able to participate in the January "holiday," as WPB has ruled that all may use either 50% of their total grain consumption in corn or 40,000 bu. of corn, which ever is larger. The order originally limited corn use to 50% of the total grain consumed.

Distillers have been permitted to use grades 4, 5 and sample in making industrial alcohol since Nov. 29, because the high moisture content thereof would not permit safe storage. It is probable that the use of soft wheat for alcohol purposes will be banned.

Rye Order Rescinded

Distillers are no longer required to use a minimum of 10% rye or granular rye flour for production of industrial alcohol, says WPB. The use of soft winter wheat and grain sorghums remains unrestricted, however prohibition on the use of corn continues.

Wheat Flour Exports Allowed

Wheat flour can be exported under the WFA export program to any country, subject to the export requirements of FEA, effective Jan. 4.

ARGENTINA is now harvesting the smallest flaxseed area in more than two decades, only 4.7 million acres, according to the third official estimate. Trade estimates place production at about 32 million bushels.

WESTERN CANADA'S WHEAT CROP is placed at 428.3 million bushels in the second official estimate, an increase of 5.3 million bushels over the previous forecast. The revised estimate for the 1943 crop is 267 million bushels.

TURKEY reports ample supplies of bread grains to meet domestic requirements during 1944-45.

Seven million persons pass through our courts annually for traffic law violations, according to the Automotive Safety Foundation.

**NOTHING
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KILLS EGGLIFE TOO!

Apply to infested grain, incoming or when turning. Use either of these simple methods and Straight

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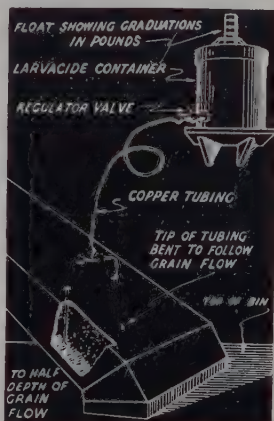


In shallow bins, inconvenient to turn, sprinkle or spray surface of standing grain with

Larvacide in either form is toxic to larvae and egg life as well as to every form of granary insect.

LARVACIDE comes in 25, 50, 100 and 180 lb. cylinders and in handy 1 lb. Dispenser Bottles, each in sealed can, 12 to wooden case.

Write for literature and help with any special pest problem you may have.



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KILLS RODENTS WITHOUT CARCASS NUISANCE — Larvacide in either form used in regular grain treatment, often helps with rodents. Special rodent treatment needs only light, economical dosage—a generous pint or so per 1000 sq. ft. of floor space. Drives rats out of retreats to die on open floor where they're easily swept up.

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For Your Bulletin Board

January 1945

The Eager Beaver



During the New Year we will print one page of Daily Safety Reminders in each issue of "GRAIN," to cover each day of the following month.

We believe that each Superintendent will find some way of using these reminders to good advantage. Where you have bulletin boards or blackboards, you may wish to post (or write) these reminders on those boards. You may also use them for your own series of instruction cards, pay-roll inserts, etc.

By using the entire series, either on bulletin boards or by distribution to all employees, you will reach all workers in the plant with a succession of messages which will call their attention to all known hazards at least once during the year. SOGES Safety Contest Director Clarence W. Turning invites your comments and suggestions.

1. (M) No magic formula has ever been found which will take the place of carefulness and thoughtfulness in preventing accidents.

2. (T) Even if it is in the rule book, it may not be the best way. If you know a safer or better way to do any job, tell us about it.

3. (W) Most accidents would never happen if employees would use a small amount of additional care.

4. (T) Forethought will prevent accidents—afterthought will prevent their recurrence.

5. (F) Set a safe example for others to follow.

6. (S) A safety record does not go to the highest bidder. It cannot be bought, but it can be earned by an organization that is sold on safety.

7. (S) We are all manufacturers—making good, making trouble, or making excuses.

8. (M) A safety record is never "in the bag" until it is in the mind of every workman.

9. (T) The difference between the full pay check and the Workmen's compensation voucher is the Safe Worker's bonus for carefulness.

10. (W) Doing a job right means doing a given work unit with safety and at a cost consistent with the best quality and in a minimum of time.

11. (T) Do something to promote safety each and every day.

12. (F) One of the strongest arguments for enforcing safety rules is that it saves lives.

13. (S) Every job must be thoroughly planned before it is started.

14. (S) Study the close calls. They indicate a hazardous condition which may some day cause a serious accident.

15. (M) Help the new man. If ever a man needs a friend it is during the first few days on a new job.

16. (T) Accidents are mistakes coming to light.

17. (W) Time saved at the expense of an accident is no bargain.

18. (T) We learn by practice and right thinking.

19. (F) When unsafe practices are tolerated accidents will come as soon as the law of averages catches up.

20. (S) There's a right way and several wrong ways of doing every job. Find the right way (the safest way) before there is an accident.

21. (S) Be safety minded—not absent-minded.

22. (M) Always Be Careful. Don't Ever Forget.

23. (T) Don't run a machine unguarded.

24. (W) All the King's horses and all the King's men can't stop you from having an accident. It is up to you.

25. (T) Safety doesn't cost you anything until you forget it.

26. (F) Your job is only as safe as you make it.

27. (S) Practical jokes may be fun, but they have no place on the job. Someone may receive a serious injury.

28. (S) There is no quitting time for Safety. Your chances of being injured by an accident are twice as great away from work as on the job.

29. (M) What are inspections for? To try to locate accident causes and find the ways and means for their correction.

30. (T) Don't forget the empty light socket. A well lighted plant is safer.

31. (W) The most dangerous places on any property are not the places that look dangerous, but the places that look safe and are not.

Seventy persons are killed each day by falls, according to the National Safety Council.

Four-Cornered Tie

For the first time in the memory of even the Charter SOGES members, four competing units were tied on the first of December in the matter of interesting new members therein. Last month Kansas City tied Chicago with four apiece, and the Non-Chapter group tied Minneapolis with two each, but during November this was tied all around with each of the four aforementioned standing at four valued new men added. Indications the first ten days of December, however, point to Minneapolis and Chicago pulling out of the stalemate with the Twin City group in the lead. No word had been received from the Omaha and Fort William Chapters.

New Memberships Going Fast

The influx of new members joining the Superintendents Society is most gratifying, according to John Belanger, Manitoba Pool Elevator Ltd., Port Arthur, SOGES 2nd Vice President in charge of this activity. "And we have every reason to believe that the constructive activities of our body will in themselves be sufficiently inviting to suggest the continuous swelling of our ranks such as we have enjoyed in the past.

"Here are the names of those who have recently been welcomed into the fold," writes Mr. Belanger. "And please emphasize that our association is happy to have the applications of every progressively-minded eligible person in the terminal and subterminal grain handling and processing industry."

588 Fred Keeney, Allied Mills, Inc., Portsmouth, Va.

589 G. G. Richards, Imperial Belting Co., Kirkwood, Mo.

590 H. J. Mellen, M. W. Kellogg Co., Chicago

591 Frank D. Dennis, Archer-Daniels-Midland Co., Chicago

592 Fred Green, Farm Bureau Milling Co., Hammond

593 George A. Cole, Port of New York Authority Grain Terminal, Brooklyn, N. Y.

594 Leon Chevallet, Spencer Kellogg & Sons, Inc., Chicago

595 Dewey H. Hagman, Archer-Daniels-Midland Co., Minneapolis

596 W. Dean Keefer, Lumbermens Mutual Casualty Co., Chicago

597 Felix M. Schwandner, Great Lakes Elevator Corp., Chicago

598 Howard E. Habegger, Old Fort Mills, Inc., Marion, Ohio.

599 Daniel J. Barrett, Safety Engineer, Arcady Farms Milling Co., Chicago.

600 John H. Wamock, Ass't Supt., Norris Grain Co., Kansas City.

601 Harry L. Zimmer, Bonded Exterminators, Chicago.

602 Clyde H. Schrotberger, Public Service Co., Joliet.

603 George Duncan, Ass't Supt., Standard Milling Co., Kansas City.

604 Edward T. LeMere, LeMere's Steeple Jack Service, Minneapolis.

605 Ray S. Askin, H. K. Stahl Co., St. Paul.

606 Bernard C. Scott, for self, Chicago.

607 Clark A. McElevey, The Day Company of Canada, Ltd., Winnipeg

608 Emil Carlson, Star Elevator, Van Dusen-Harrington Co., Minneapolis

609 Thomas B. Meyer, Assistant, Star Elevator, Van Dusen-Harrington Co., Minneapolis

610 Guy E. Anderson, Anderson-Crane Rubber Co., Minneapolis

611 John Bruce Winfield, Canadian Pacific Elevator, Port McNicoll

612 Arthur Cohen, Arco Bag Company, Chicago

613 Con Hingher, Ralston-Purina Co., Minneapolis

614 Lloyd Stoppel, Bethlehem Steel Co., St. Paul

Reinstatements; Transfers

535 Gene Cunningham, Mid-Continent Grain Co., on transfer from Roy Conger.

490 Ralph G. Martin, Sec'y-Treas., Cook Chemical Co., Kansas City.

538 Claude V. Larkin, General Mills Vegetable Oil & Protein Division, Belmond, Ia.

Blowers Still in Lead

John Blowers, Standard Milling Co., Sec'y of the Kansas City SOGES Chapter, is still in the New Membership drive lead, but his crown is being threatened daily. As a matter of fact Past National President Paul Christensen was first to turn in two new members, followed by Lloyd Forsell, Chicago SOGES Chapter Vice President, and James Auld, Minneapolis SOGES Chapter Sec'y. Here's how it stood the middle of this month:

3—John Blowers, Standard Milling Co., Kansas City

2—Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis

2—Lloyd Forsell, Albert Schwill & Co., Chicago

2—James Auld, Hales & Hunter Co., Minneapolis

1—Clifford C. Steiner, Central Soya Co., Decatur, Ind.

1—Gilbert P. Lane, Arcady Farms Mlg. Co., Riverdale

1—Leonard Danielson, Arcady Farms Mlg. Co., Riverdale

1—Ward Stanley, Standard Milling Co., Kansas City

1—John Mack, Standard Milling Co., Buffalo

1—A. P. Jurgens, A. P. Jurgens Co., St. Paul

1—Russell B. Maas, Screw Conveyor Corp., Hammond

1—Herbert C. Brand, Quaker Oats Co., Cedar Rapids

1—Arthur B. Osgood, The Day Co., Minneapolis

1—James Shaw (deceased), Port McNicoll, Ont.

1—Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis

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COMPLETE ELEVATING, CONVEYING AND
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NAME-CHANGE COMMITTEES REPORTS

As far as the Chicago SOGES Chapter is concerned, at least, the association's name no longer is descriptive of its membership. This has repeatedly worked to their detriment, despite the nearly 100 members on its roster. Misunderstanding as to the scope and functions of the body has stunted the organization's growth to such a point that a committee was appointed to discuss possible names to present for consideration at next year's annual SOGES convention.

Brevity, clarity and embracingness were the goals desired, so a local committee representing many divisions of the industry went to work, chairmanned, as we told you in a recent issue, by Emil Buelens, SOGES Director, of The Glidden Co. In its comprehensive report the committee states:

"Our present name suited its purpose when the Society was organized. Since then our membership has increased and now includes Superintendents and Managers representing the various grain processing plants through the continent, and our present name no longer adequately describes our membership. To date the following names have been suggested:

1. Society of Grain Processing Superintendents
2. Grain Superintendents' Society
3. Society of Superintendents of Grain Industries
4. Grain Elevator Superintendents and Processors
5. Cereal Handling Superintendents.
6. Society of Grain Superintendents—Elevator, Milling and Processing
7. Society of Grain Elevator Superintendents and Allied Industries
8. Storage, Feed and Mill Superintendents Guild
9. Society of Grain Elevator & Allied Industries Superintendents
10. Grain Processors Association
11. Grain Plant Management Association
12. Grain and Processing Superintendents Association
13. Grain Handling & Processing Association
14. Grain Plant Operatives Society
15. Society of Plant Operatives."

Not willing to rest on their own judgment in this important matter, Chairman Buelens contacted various others throughout the membership and received some interesting responses. Not completely satisfied with their present selection, which they say will at least serve for more complete discussion by all concerned, the committee proposes the name, primarily because it is not too much of a departure from the present one, of:

Society of Grain Elevator and Processing Superintendents

Currently the committee is considering eliminating the word "Elevator." What the committee covets most is suggestions and criticisms from the membership at large.

Consider, please, that in SOGES are Owners, Managing Directors, Managers, Superintendents, Assistant Supers, and Foremen, and that the titles used in various sections of the continent adhere only to custom in many instances. A Foreman in one section would be known as a Resident Manager in another. "Thanks in advance," say Chairman Buelens. Please address your ideas to him at 5165 W. Moffat St., Chicago 39, Ill.

None are so blind as those who will not see safety and speed limit signs.

Always Bright Flashlight

Everyone uses a flashlight for night watchmen, inspection and maintenance work around the plant. That's why you will be glad to learn of the new type of rechargeable flashlight storage battery which is now on the market and, in these days of shortages, is available for prompt shipment. Similar in construction to an automobile storage battery, in that this unit has a wet cell, one of them lasts as long as 400 of the regular type of flashlight batteries.

This battery can be recharged over and over again just like the storage battery in your automobile. This is done by means of a simple charger,



which will plug into any light socket. No matter how much the flashlight is used, the charger will always keep the flashlight fully charged to give a greater amount of uniformly bright light.

If flashlights are used daily this new unit will save you as much as \$10.00 a year battery expense on each flashlight alone. The battery comes in a 2-cell size, but a spacer plug can be obtained to use the battery in 3-cell flashlights from the Seedburo Equipment Company, 626 Brooks Bldg., Chicago 6, Ill.

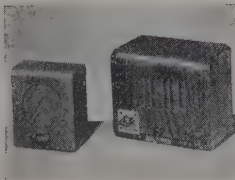
An army rifle weighs 8.69 pounds. After it has been carried a few miles, the decimal point drops out.



"STINKY SPENT THE WHOLE TWO BITS. WE OUGHT TO TELL HIM ABOUT ECONOMIC STABILIZATION."

HEADQUARTERS for EQUIPMENT

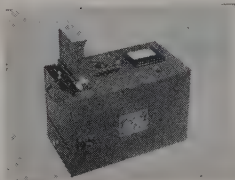
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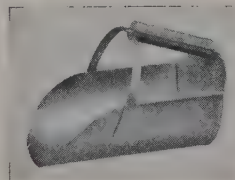
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The Steinlite one minute moisture tester is fast, accurate, easy to use. Economical to operate. Calibrated against official oven methods.



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Rugged flour scoops made of blue planished steel. Handles in center to distribute weight evenly. 8, 10, 12 and 14 inch lengths.

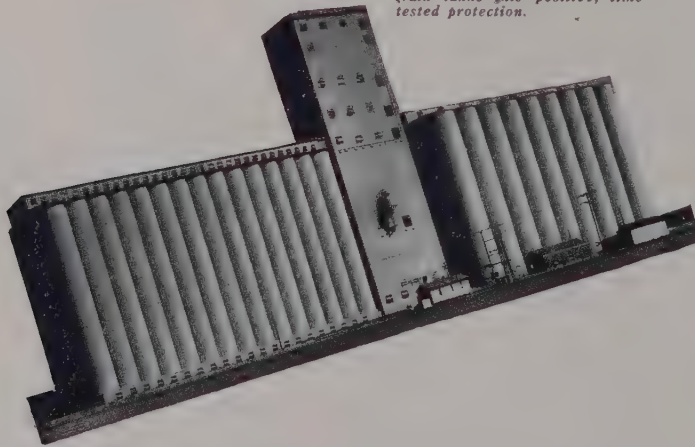
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Against Water and Waste

One of the scores of elevators that FOUR coats of In-Fil-Tro-Flex have made water-tight for years to come. Give YOUR grain tanks this positive, time tested protection.



NOT one, not two, not three, but **FOUR** coats of weather-proofing material are applied in resurfacing an elevator, when the B. J. Many Company does the job.

Yes, *four* complete coats of chemically compounded, gun-applied In-Fil-Tro-Flex. Coat upon coat of enduring protection. All pores, all cracks securely sealed. Every inch of surface made absolutely water-tight . . . made to stay that way because

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weather-proofing stays put. Adheres with bull-dog tenacity. Extremely elastic . . . g-i-v-e-s with movement . . . keeps cracks bridged.

A B. J. Many Company job costs more, it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

Include this better weatherproofing and restoration in your post war planning. Write

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Final Crop Figures Large

Final USDA crop production figures for the year place the corn crop at 3,228,361,000 bu. That compares with 3,034,354,000 bu. last year, and an average production of 2,369,384,000 bu. in the 10 years 1932-42.

Wheat production was 1,078,647,000 bu., compared with 841,023,000 last year and 760,199,000 bu., the 10-yr. average.

Winter wheat totaled 764,073,000 bu., as against 531,481,000 last year, and a 10-yr. average of 570,675,000.

Spring wheat production was 314,574,000 bu., compared with 309,542,000 bu. last year, and 189,524,000, the 10-yr. average.

Included in the spring wheat crop was 31,933,000 bu. of durum wheat, compared with 35,574,000 last year and a 10-yr. average of 27,413,000.

The production of other crops, together with comparative figures for last year and the 1933-42 10-yr. average, follows:

OATS—1,166,392,000 bu., compared with 1,137,504,000 and 1,028,280,000.

BARLEY—284,426,000 bu.; 324,150,000, and 256,350,000.

RYE—25,872,000 bu.; 30,452,000, and 40,446,000.

BUCKWHEAT—9,166,000 bu.; 8,830,000, and 7,020,000.

FLAXSEED—23,527,000 bu.; 51,946,000, and 17,180,000.

RICE—70,237,000 bu.; 64,843,000, and 49,626,000.

SORGHUMS for grain—181,756,000 bu.; 103,864,000, and 65,362,000.

More Acres to Wheat

An increase in the number of acres planted to winter wheat is reported by the USDA, amounting to 49,589,000 compared with 46,349,000 a year ago, and the 10-yr. average of 47,459,000. The estimated yield is placed at 15.4 bu. per acre compared with 16.5 last year and a 12.2 average. This would indicate a crop of less than 3 million bu. under the 1944 yield.

Wheat Grind Up; 321 Mills Grind 94%

During October 1,014 mills ground 49,424,331 bu. wheat as compared with 46,462,958 bu. ground by 1,010 mills the month before, and 48,689,821 bu. ground by 995 mills during October of 1943. Of the 1,014 mills, 321 of them with a capacity of 801 sacks or more ground 46,606,985 bu., or 94.3% of the total.

DISCUSS COUNTRY SHIPPERS' POOR COOPERING; ELECTRICAL INSTALLATIONS, AT MINNEAPOLIS CHAPTER

By CLIFFORD A. MacIVER, SOGES Chapter President

OUR Minneapolis Chapter held three splendid meetings this season. Our Program Committee is right "on the beam." J. F. O'Connell of the local office of the Association of American Railroads addressed our October meeting giving an interesting review of his experiences in expediting rail shipments of troops and war essential freight, and he also enumerated the factors which influence grain movements in the Northwest states.



At this meeting the Program Committee outlined its plans for the year and gained the approval of the majority of the Chapter members to permit the Associates to sponsor prepared round table discussions at various meetings and to allow them the privilege of arranging a program of entertainment in December.

Complain of Shippers' Carelessness

AT our November meeting Robert G. Cargill, Jr. of Victoria Elevator Co., one of our own Chapter members and President of the Northwest Country Elevator Ass'n, presented the 37 present with a study of "Country Elevator Problems." This was of interest to the terminal elevator Superintendents—most of whom had complained furiously at times about the time-consuming delays and hazardous working conditions they have encountered because of the thoughtlessness of country shippers in coopering and loading their cars.

In pleading for a considerate understanding of the shippers' problems, Mr. Cargill stated that the average country elevator operator is a bonded employee who is his own grader, bookkeeper, merchant, mechanic, and jack-of-all-trades; that besides operating his elevator he must handle a stock of fuel and maybe also a stock of building supplies; that he must handle his various lots of grain through a workhouse which has from 12 to 16 bins, is equipped with a dump, one leg of from 500 bu. to 2000 bu. ca-

capacity and a 40 lb. to 100 lb. scale; that he must fill out his own reports and comply with regulations of CCC, OPA, and various other controlling agencies; that if he has any employees at all (and remember that he encounters the same problems we do in obtaining manpower) he must be concerned with employee satisfaction as well as farmers' satisfaction.

Training Program for Country Shippers

MR. CARGILL pointed out further that the average shipper during the busy season in the fall must start work at about six in the morning and often work until midnight; that when he is lucky enough to get an empty car he must patch it, if necessary, and cooper it for loading, then set the loading spout to run while he attends to other pressing matters. All in all it is a busy man's job and it is hardly any wonder that he might give little, if any, thought to the problems of the men who must unload the cars.

Mr. Cargill agreed, however, that many of our problems which originate at this source might be eliminated if a training program among country elevator operators was sponsored by the carriers and grain associations. Enough copies of the Association of American Railroads' pamphlet No. 36 ("Methods for Inspecting, Preparing and Coopering Cars for Bulk Grain") were obtained, in response to a suggestion from Paul Dittmore of Northwestern Miller, to distribute one to each Superintendent member of the Minneapolis Chapter at the December meeting—with the request that each member study these pamphlets and submit their proposal for any further steps which we might take along this line.

Roundtable on Electrical Installations

GEORGE R. JONES, Vice President of Industrial Electric Company, also a member of this Chapter as well as of the Minnesota State Board of Electricity, at the same meeting conducted a round table dis-



"NU-HY" BUCKETS ARE
Scientifically Designed
FOR CLOSEST POSSIBLE SPACING
ON BELTS—Capacity increases
up to 100% Guaranteed!

The shape—the contour—the high sides and high lip of "Nu-Hy" Buckets all add up to greater loads and greater efficiency at high, low or intermediate belt speeds. You get streamlined action—elimination of gaps between buckets means smoother pick-up, smoother discharge—minimum vibration.

Full loads are retained all the way up—no spillage in up leg or premature discharge. You also get more positive belt traction with "Nu-Hy" Buckets.

Insist on the "Nu-Hy" Bucket for your elevator legs. It's the result of years of research and proved superior on the job.

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Capacity Analysis
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cussion on the "Problems of Electrical Installations." His introductory talk was brief, but he defined the different classes of licensed electricians and explained the various types of grain elevator wiring and equipment, emphasizing particularly the Class 2 Ground G classification which is specified for dust-proof lighting and motor installations.

During the roundtable discussion he answered questions pertaining to the use of compressed air for cleaning motors, regular maintenance inspection programs, overload protection and underload release protection. In company with H. H. Van Ornum of Hart-Carter Company he discussed and explained grain elevator installations in control rooms and enclosures with which they were familiar.

For presenting the question which aroused the most enthusiastic discussion, the judges awarded the prize to Frank Carlson, Underwriters Grain Association, our visitor from Chicago. Mr. Jones presented him with a beautiful electric flat iron which must have caused "Slim" to give serious thought to the idea of doing his own laundry.

Associates' Night Dec. 5

OUR Associates' Night meeting on Dec. 5 featured Hal Olson of St. Paul, who is frequently billed as Prof. Olaf Olafson and is widely known for the hilarious entertainment which he has presented before various clubs and organizations in the Twin Cities. Prof. Olafson never speaks a word of sense, but his facial expressions, mimicry, and incoherent tangle-talk, coupled with a few clever sleight-of-hand tricks, kept us literally rolling in the aisles.

The elevator Foremen, who were entertained by their respective Superintendents at this meeting, were greatly amused. Movie films, which were sponsored by Westinghouse Electric Mfg. Co. and presented by Elliott Film Service, completed the program of entertainment and the meeting of 62 adjourned to an informal session of cards and cigars. The first Associates' Night meeting of this Chapter, conducted by Frank J. Kohout of the A. C. Horn Co., was a highly successful affair.

Hear Plant Disease Talk

Mr. Donald G. Fletcher of the Rust Prevention Ass'n opens the Minneapolis SOGES 1945 series of monthly meetings with a talk on "Plant Diseases of Small Grain Crops" on Jan. 9. Following the buffet supper at Freddie's Cafe also will be another

of the Chapter's highly successful round table discussions. The subject this month will be "Grain Infestation and Insecticides," led by Harry S. Hansen of Innis, Speiden & Co. Again a prize will be awarded to the person who presents the question that arouses the most enthusiastic discussion, according to a notice received from Vic Oliver of Superior Separator Company.

Industry's Fire Loss Causing Underwriters To Refuse Risks

Sharp increases in fire losses in the last two or three years have led several well known insurance companies to withdraw from participating in underwriting risks on flour mills and grain elevators, reports the Millers' National Federation. Increases in fire losses on flour mills and grain elevators are said to be considerably greater than the 18% increase in all losses recorded this year over 1943. The increase in 1943 over the losses of 1942 were nearly as great.

Lax housekeeping because of manpower shortages is blamed. The training of fire squads within the plant, regular fire drills, elimination of fire hazards, and the development of better housekeeping methods are urged by the Federation.

Cupola Fire Cripples Plant

Fire destroyed the roof and conveying equipment of a large temporary 300,000 bu soybean storage unit of the Central Soya Co., Decatur, Ind. The single bin was of concrete and most of the damage was from water.

Large Texas Plant Burns

One of the largest feed manufacturing plants in the Southwest, operated by the Marshall (Tex.) Mill & Elevator Co., was destroyed by fire on Nov. 3rd. The undamaged corn mill and concrete terminal elevator adjoining was able to resume operations.

Bursts Into Flames

Although a watchman had checked the mill a few minutes before, the entire five-story feed mill of the Roanoke (Va.) City Mills seemed to burst into flames Oct. 8, causing a \$250,000 loss. A statement from firemen to the effect that "highly flammable dust caused the rapid spread of the fire" would indicate one or more dust explosions occurred.

ARGENTINE SHIPMENTS OF WHEAT AND FLOUR since Jan. 1st now total 83,804,000 bushels, compared with 58,512,000 bushels during the same period a year ago. The remaining surplus of wheat in the Argentine is now estimated at 179 million bushels, compared with 141 million bushels a year ago.

U. S. FARMERS have been asked by the War Food Administration to maintain 1945 crop production as near this year's record production as possible. Crop goals in 1945 total about 364 million acres, compared with 360 million acres planted this year.

Corn Grind Up

During November eleven corn refiners ground 10,558,370 bu. for domestic consumption, as compared with 9,992,139 bu. the preceding month and 10,650,206 bu. a year before.

Seven Days a Week on Bagging

All the elevators on the Baltimore waterfront work seven days a week bagging. I miss "GRAIN" a lot, and now that I am settled again please start sending it to me.—Frank A. Peterson, 2118 Allendale Road, Baltimore.

Continental Buys Eastern Plant

The 4,500,000-bu "Concrete Central" elevator owned and operated by the Eastern Grain Elevator Corp., Buffalo, was just acquired by the Continental Grain Co. Once the largest operators in the Buffalo market, the former owners will presumably retire from business.

To Double Capacity

The Miller Malting Co. of Los Angeles is doubling its malting capacity to bring it up to 1,000,000 bu. annually.



Follow other vehicles at a safe distance. It takes from three to eleven times as long to stop when pavements are snowy or icy. Give yourself plenty of room!

Job accidents in the U. S. the 30 months covering the defense program and the first year of war, brought death to 48,500 workers, cost 258,000 an eye, finger, hand, arm or leg, and laid up 5,300,000 for an average of three weeks each. Days of work lost in these accidents totalled 110,000,000—more than 375,000 man-years.

Most job accidents can be prevented, and valuable production for war can be saved, by careful supervision by management, safe work habits by workers and fullest use of safety devices. This series of short do's and don't's was prepared by the U. S. Dept. of Labor on how to safeguard workers and to promote production.

The skill and strength of our industrial workers must be guarded against accidents and diseases so as to carry through the war production program.

With this end in view Secretary of Labor Perkins' Committee to Conserve Manpower in War Industries has compiled a list of do's and don't's to keep workers from getting hurt.

This is the first of a series of articles prepared by the United States Department of Labor so that all workers can check the hazards applying to their own jobs and safeguard life and limb in their own interest and that of war production.

1. Work in the shop only when you are physically fit and provided with the proper equipment, tools, and safety devices. Tell your foreman if anything is wrong.

2. Report all unguarded machines or unsafe or insanitary conditions to your foreman or safety committeeman at once.

3. Small cuts or scratches may become infected. Get first aid at once. Report all injuries promptly.

4. Walk—do not run—up and down stairs. Watch your step and keep your hand on the rail. Keep to the right in passing others who are approaching from the opposite direction.

5. Scuffling, horseplay, and practical jokes are dangerous and childish—act your age.

6. Do not use an air hose for dusting clothes or hair. Do not fool with compressed air or blow it at anyone else.

7. Never attempt to enter or leave an elevator while it is in motion, or to operate one unless specifically authorized and instructed how to do so.

8. Do not distract the attention of persons engaged in exacting operations.

(The second article of this series will deal with personal protection.)

FOR THEM THE WAR IS OVER.



C. C. C. Fumigants Plus Practical Application — GET RESULTS!

Over 4,200 EVER NORMAL granary bins treated in 1943—8½ million bushels of wheat with guarantees against all insect infestation and against re-infestation for a ten-month period.

Largest Grain Fumigation Contract Ever Undertaken



Fully Equipped For Any Fumigation

Contract awarded July 1. 360 bin sites over 6,500 square miles. First fumigation completed all bins August 26, 1943. Only nine bins graded live weevil under U. S. Grain Standards at expiration of contract.

COOK CHEMICAL CO.

2020 Wyandotte Street Kansas City 8, Mo.

GRand 5244



"EASY WITH THE SLEDGE HAMMER, BOYS - WE CAN'T GET ANY MORE FOR DURATION."

Building Million Bu Elevator

Construction of a million bushel soybean storage elevator and solvent extraction plant for Pillsbury Company at Clinton is rapidly nearing completion, according to Harry Schultz, V. P. The storage unit consists of 44 large concrete tanks, 110 ft. high, and 30 interstices. Continuous grain driers will be installed. Other grains will be stored to supply the company's feed plant adjoining.

New Terminal for Columbus

A new grain terminal elevator for Columbus, Ohio, has been granted priorities by WPB, according to announcement by the Farm Bureau Co-operative Ass'n Inc., of which Murray D. Lincoln is general manager. The agency operates several large feed manufacturing plants as well.

To Build 7 Million-Bu House

Work is well under way on doubling the capacity of the Union Equity Co-op. Exchange's 7,750,000-bu terminal in Enid, Okla., according to E. N. Puckett, Manager. The new unit is approximately 500 feet from the old.

Spencer Kellogg to Build

A \$3,000,000 solvent extraction soybean plant is to be constructed in Bellevue, Ohio, by Spencer Kellogg & Sons of Buffalo. A 2,500,000-bu storage unit is to be included on the 27-acre tract.

Norris To Build In Southeast

The Norris Grain Co., Chicago, has broken ground for a barge unloading and grain storage plant at Guntersville, Ala.

H. G. Onstad is supervising the work.

Many a man's downfall begins when he decides that he is infallible.

Bernard Friel to Mid-Continent

Bernard E. Friel of the Twin Cities became Superintendent of Mid-Continent Grain Co.'s terminal in Kansas City earlier this month. He was formerly Super at Russell-Miller Milling Co.'s Electric Steel house in Minneapolis.

Jim DeJarnette to Vice Presidency

James L. DeJarnette, President of the Kansas City SOGES Chapter, was elected Vice Chairman of District No. 2 of the Association of Operative Millers at their Dec. 2nd meeting. Jim is Super in Continental Baking Co.'s whole wheat department.

Anderson to Leave

L. L. Anderson, Superintendent for Shellabarger Mill & Elevator Co., Salina, is being forced to give up his work because of poor health.

McLean Dies

Donald R. McLean, head of Pacific Elevators, Ltd., Vancouver, died recently while working in his garden. Associated with the grain trade since 1909 when he joined the Alberta-Pacific Elevator Co. Ltd., Mr. McLean was well known and highly regarded in all grain circles.

President of the Vancouver Grain Exchange in 1923 and 1924, and of the Vancouver Merchants Exchange in 1934 and 1935, he was named manager of the Vancouver Terminal Grain Co. Ltd. in 1928, a position he held up to his death. Both Exchanges closed for the funeral services.

Corn Products Plans Expansion

Expenditures for improvement and maintenance of approximately \$2,000,000 annually are reported by the Corn Products Refining Company for the first five post-war years.

New Plant to Rise

Replacing two units of their feed manufacturing properties that burned a short time ago, the M.F.A. will expend \$350,000 in the construction of new units at Mexico, Mo.

Two More Come Back Home

Thanks, Russ! Thanks, Bob!

Yes sir, thanks to Russell Johnson of the Farmers Terminal at Superior and to Bob Bredt of Fruen Milling Co., Minneapolis for returning their SOGES convention badges. That makes three of them on hand for the next convention.

Veatch Succeeds Myers

Logan Veatch became Superintendent of Stratton Grain Co.'s "Dickinson" elevator in Chicago on Dec. 15th, succeeding Arnold Myers, who joined his brother, Fred, at the Cleveland Grain Co.'s plant in Indianapolis. Fred was formerly Superintendent of Cleveland Grain Co.'s Erie house when they operated same in Chicago. A third brother, Walter Myers, is Super at Stratton Grain Co.'s Schneider, Ind., plant.

Roennfeldt Moves to St. Joe

Wm. H. Roennfeldt just became Superintendent of Russell-Miller Mfg. Co.'s Burlington Elevator in St. Joseph, Mo. Formerly he was associated with the Davidson Grain Co. at Hutchinson. "I plan to reinstate my SOGES membership," he writes, "and also expect to bring my assistant along to the monthly K. C. SOGES Chapter meetings."

Ben Blackburn to Sterling

Ben D. Blackburn of Acme-Evans Co., Indianapolis, has joined the Arnold Milling Co. of Sterling, Kan. Long an active member and district officer of the Association of Operative Millers, Mr. Blackburn says he feels there should be an SOGES Chapter in the Wichita-Hutchinson-Salina area and can be counted upon to help such a unit get under way.

Curle Succeeds Guyton

L. B. Curle has succeeded W. A. Guyton as Superintendent for the Royal Feed & Milling Co., Memphis, Tenn., according to word from Mr. H. L. McGeorge, Vice President of the concern.





THE WAY THEY'RE
BREAKING OUT
•• ***LOOKS LIKE AN***
Epidemic!

We are referring to dust explosions. Ever see the like of it?
So many really *bad* ones. Of course, they are not "catching"
but you can never tell when one will catch up with you.

So why not play safe with Robertson Safety Ventilators and
eliminate the unnecessary risk that lays you wide open to
disaster? Mounted on your elevator legs, Robertson Safety
Ventilators continuously vent dangerous fine dust with auto-
matic gravity action. *Should* a primary blast develop it is
immediately ushered outside through the Robertson Vent,
thus preventing spread of secondary explosions.

Write today for descriptive literature. Delays are often
dangerous.

H. H. ROBERTSON CO.

Farmers Bank Bldg.

Pittsburgh, Pa.

Richardson Heads Lodge

Ingram H. Richardson of the Richardson Scale Company, Chicago, was elevated to the position of Master of Winnetka (Ill.) A. F. & A. M. Lodge 1078 this month. A number of active member of the Chicago SOGES Chapter attended the installation.

Son of the widely known Henry Richardson, president of the company in Clifton, N. J., Ingram has attended to the interests of the firm in the area bounded by the Ohio River and the Rocky Mountains. Particularly adept in the development of special equipment for the grain handling and grain processing interests, he has contributed greatly to the saving of man-power and to devising short-cuts in production as same pertained to the country's war-time industrial activities.



Carloadings Easing Off

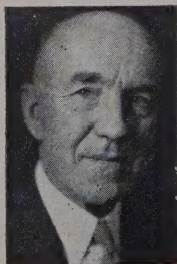
Carloadings of grain and grain products are easing off a trifle. At least for the first 51 weeks of the recorded year (compilations do not follow the calendar year) loadings were down 4.8% under last year, but up 16% above those of 1942. Loadings were, for the weeks ending:

	1944	1943	1942
Nov. 18	52,035	55,055	45,758
Nov. 25	45,578	50,831	39,093
Dec. 2	47,694	56,351	44,278
Dec. 9	44,250	53,391	45,246
Dec. 16	44,678	48,573	47,688

Exports of grain unloaded at tide-water during November totaled 3,386 cars, compared with 4,772 the year previous, a decrease of 29%.

Frank Beyer in Hospital

Frank Beyer of Fort William is in St. Mary's Hospital, Duluth, where he just had a major operation. Instrumental in forming the Fort William-Port Arthur SOGES Chapter, Frank says he expects to add another 20 to his 73 years. A line from his many friends would be gratefully received. —Oscar Olsen.



His Health Better

My health had not been the best for the last couple of years when I was with Nebraska Consolidated Mills in Omaha, so I thought maybe getting away from that climate for a while might be best. I was considering going into a small business of my own out here, but if I do it likely will be after the war. Received all the missing copies of "GRAIN" and it surely makes me want to get back into the business once more. Once a grain man, always one, you know. Really enjoy this California climate, and am feeling fine, but of course I miss my many friends in Omaha very much, especially those grain meetings and steak dinners.—Verner C. Clark, 9726 7th Ave., Inglewood, Calif.

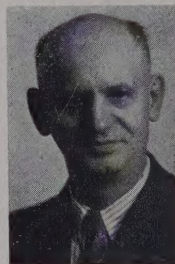
It's Time to Reflect

At this Yuletide Season, when the average person does a little serious reflecting, one sadly reads the gloomy and dreary records of the old dead ages where centuries have staggered away into the spectral realm of the past, since Christ — teaching the Religion of Love — was crucified, that it might become a Religion of Hate — and His Doctrines are not yet even nominally accepted as true by a fourth of mankind.

There has not been a moment since men divided into Tribes when all the world was at peace. Always the armies have lived by the toil of the husbandman, and war has exhausted the resources, wasted the energies, and ended the prosperity of nations. Now it loads unborn posterity with crushing debts and mortgages all estates.

Man's ingenuity is racked, and all his inventive powers are tasked to fabricate the infernal enginery of destruction by which human bodies may be the more expeditiously and effectually crushed, shattered, torn, and mangled. Yet hypo-critical humanity, drunk with blood and drenched with gore, shrieks to Heaven at a single murder, perpetrated to gratify a revenge not more unchristian, or to satisfy a cupidity not more ignoble than those which are the promptings of the devil in the souls of nations.

Enough of this! I sincerely extend warmest greetings to all.—Herbert C. Brand, President, SOGES.



Pow Expects Visitors

Fort William is preparing for a two-way boom in tourist travel between Ontario and the north central section of the U.S. with the end of hostilities in Europe, R. B. Pow stated at a recent meeting held in Duluth. The former mayor and alderman, and currently the Progressive Conservative candidate in his electoral district, said: "We already are getting more visitors with the improvement in war news," and more and more of our people are at last having the opportunity of business trips to the states."

Speaking of business, Mr. Pow, a past SOGES president and currently a director, said the Canadian lakehead is handling between 1,200 and 1,300 cars of grain daily from the bumper yields of the prairie provinces, but is behind in its operations due to manpower shortages. "With eastern elevators filled, a congestion is feared at the port," he said. "But once the Atlantic is cleared, we'll get rid of this surplus in a hurry." Mr. Pow was en route at the time to inspect a new pneumatic grain car unloader being developed by The Day Co. at Minneapolis.



John Heimovics to Contracting

John Heimovics, engineer for Rodney Milling Co., Kansas City, for the past several years, has joined Jones-Hettelsater Construction Co. Long an active SOGES member, John was formerly resident manager for the Great Western Mfg. Co. Experienced in engineering grain processing plants, he served two terms on the night school staff for operative millers.

Visit Windy City

Malcolm M. Noxon, Pillsbury Flour Mills Co., Minneapolis; A. M. Marsh, Allis-Chalmers Mfg. Co., Milwaukee; Tibor Rozsa, Sprout Waldron & Co., Muncy, Pa.; Victor H. Reid, Hart-Carter Co., Minneapolis; Hylton R. Brown, Senior Engineer, Bureau of Mines, College Park, Md., and Carl F. Dietz, Lamson Corp., Syracuse, were among those visiting the windy city since last issue of GRAIN. Also, Dr. D. J. Price of the USDA, Chairman of the Farm Fire Protection Committee, NFPA, was in to address a joint meeting of the Agriculture Committee of the National Fire Waste Council of the U. S. Chamber of Commerce.

And All the Trimmings

A note from Ward A. Combs of the Presto-X-Company, Omaha, active SOGES member before joining the Navy, tells of Thanksgiving in England. A four page mimeographed menu has that title on the front cover, below which is a humorous drawing of their U. S. S. LST 307. The vessel is firing away. Eyes have been inserted high on the bow. The ship's unloading doors in front are open, resembling a mouth, and an unloading mat is drawn in to resemble a tongue. In the foreground is a turkey scampering away as fast as possible.

The appetizing menu lists cream of tomato soup, roast young turkey, celery, cranberry sauce, mashed potatoes, sweet pickles, parkerhouse rolls, also baked spiced ham, giblet gravy, bread dressing, cream peas, ripe olives, pumpkin or apple pie, ice cream, fresh apples, peanut brittle, coffee, cigars, cigarettes, and chewing gum.

Ward writes that he has been aboard ship since leaving in February and likes it fine. "We were on hand for the invasion and have been busy getting the tools and men needed ever since. Just to be able to write is enough to be thankful for when you have seen shipmates give their all.

"I am in good health and have no complaints. Hy Arendall writes me right along. Had lunch with Mr. Brownlee at the Quaker Oats plant in London. This war is taking a lot and I must admit that it is going to take a lot more in everything."

CHINA is expected to harvest its largest food crops in several years.

ALL SKIDDING ASIDE



Keep posted on winter road and weather conditions. Be aware of limitations and be equipped to get through safely, whatever the weather.

Jim Shaw Dies

Word is received just as we go to press that Gavin James Shaw, Ont., passed away today. A pioneer in the construction and operation of country and terminal grain elevators in Canada and the U. S., for years Jim was Superintendent of the C. P. R. R. Elevator at Port McNicoll, Ont. The last two issues of our publication carried stories he had written or inspired on his successor, and the good wishes he bore for him, as well as on his fiftieth wedding anniversary.

A natural-born enthusiast, Jim was a sportsman through and through. He had the happy knack of being able to "spot a winner," whether it be on the baseball diamond, the hockey rink, or in the elevator. We'll be in the mails before the local papers will have an opportunity of extolling his many virtues, but suffice to say they were myriad.

Jim was one of the first Canadian Elevator Superintendents to discern merit in the purposes and functions of the Society of Grain Elevator Superintendents. This is further evidenced by his charter membership number 54 of which he was so proud. Attending several conventions in the association's adolescent stage, Jim invariably went out of his way to carry the banner to uninformed areas, and the Society's current membership from Georgian Bay to the Atlantic is largely due to his personal efforts.

Particularly proud of the outstanding accomplishments of his family, Jim had several of them in attendance at the Society's Toronto convention, as well as one or two others. As a matter of record, Jim was personally responsible for the holding of that convention in Toronto, and his one big hope was that the membership would soon vote to meet there again. The amount of work he expended to make this affair a success will be known by but a very few.

In addition to his widow, if our memory serves us correctly, five daughters survive this grand veteran. And yet "veteran" is hardly the term to use, even though his company found it desirable to keep him on the payrolls long after retirement age. Let us say that Jim was an institution within himself. Sparkling, enthusiastic, far-seeing, his memory will be an inspiration to the many who were privileged to know him.



Jim's passing will be a challenge to all of his friends and many proteges to expend every effort to emulate his accomplishments. Truly, Jim will live in our hearts indefinitely.

Harbin, Carlson To K. C., Minneapolis

Charles E. Harbin, Manager of the Underwriters' Grain Ass'n., Chicago, and Frank E. "Slim" Carlson, Inspector, will address the Kansas City SOGES Chapter on January 16th, and the Twin City Section on March 6th. They have appeared on the Omaha and Chicago programs, as reported in these columns.

Hylton Brown Talks at Omaha

Hylton R. Brown, Senior Engineer of the Bureau of Mines, Department of the Interior, College Park, Md., addressed the Accident Prevention Forum of the Omaha Safety Council on Dec. 12. Among other things the many grain handling and processing plant representatives in attendance saw a demonstration of dust explosions in the department's miniature metal terminal elevator.

Chicagoans to Dance

The Annual Ladies' Night Dinner Party put on each year for the wives of members and guests of the Chicago SOGES Chapter is slated for the South Side Swedish Club on Jan. 20th. According to Chairman Lloyd Forsell of Albert Schwill & Co., about 150 are being prepared for, with a gratifying proportion of that number coming from other Chapters and intermediate points. Cocktails are scheduled for 5:30, dinner at 6:30, entertainment and dancing starts at 8 o'clock.

Yes-

War Winning Is Still the Big Job...



*But may we pause
just briefly to pass
on the good wishes
of the Season -*

*A Merry Christmas -
A Victorious and Peaceful
New Year*

*The folks at HART-CARTER
655 19th Avenue, N.E. - Minneapolis 13, Minn.*

*Holiday
Greetings*

